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Embry-Riddle Aeronautical University

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Blood drive Thursday and Friday

**Bikepath
ribbon-cutting
Friday
10 a.m.**

**This
Week
Features...**

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Jim Banks's NASA history continues page 11



An Award-Winning College Newspaper

Volume 48, Issue 7

Embry-Riddle Aeronautical University, Daytona Beach, Florida

October 24, 1984

Several classes held short lecture sessions

Helo reps hawk careers

By Brian Nicklas
Avion Staff Reporter

In order to enhance student awareness of the opportunities in the helicopter industry, Embry-Riddle, in conjunction with Daytona Beach Aviation, sponsored a Helicopter Career Day October 17.

The organization of the event was directed by Greg Patschek, Administrator for Placement Services at ERAU's Career Center, and Jack DeMorier, General Manager of Daytona Beach Aviation's Helicopter Division.

Representing multiple facets of the helicopter industry were Ralph Helmericks, Bell Helicopter's Southeast Division Marketing Manager; Bill Vaughn, Aerospatiale Helicopter's Manager of Training and Technical Publications; Eric Walden, MBB Helicopter's Marketing Manager; Pete Agur, Sikorsky Aircraft's Southeast District Manager for Corporate

Marketing; Dan Adams, Sperry Corporation's Manager, Field Marketing Southeast Area; LT. Mike Mellon, Volusia County Sheriff's Office; Helicopter Division, and Greg Hampton, who is Manager of Regional Sales for the Avial Corporation.

In addition to the excellent background each of these gentlemen brought with them, three have special bonds with Embry-Riddle. Vaughn and Hampton are ERAU alumni, and Adams' son Jim is a graduate soon with Hanger 1 in Atlanta.

From the moment of their arrival in the University Center, the representatives were bombarded with question after question about the helicopter industry. These queries ranged from "How do I get a job in the helicopter field?" to what a particular helicopter is used for. These questions were maintained throughout the day in preparation for a lecture in the University Center that evening.

The lectures and discussions were not

limited to the University Center, however. Several classes hosted short lecture sessions followed by question and answer periods. These classes varied in content from a business class to an ROTC class.

Don Campbell's American Business Enterprise class hosted Helmericks, Adams, and Hampton, where they were asked questions that pertained to the student's coursework.

These queries included what the advertising budget of the manufacturer's is and where do they direct this advertising.

One student asked: "Will we ever see a low cost helicopter for day use?" Adams replied that although there might be requests for a \$100,000 dollar helicopter, he did not know one. Helmericks added that just one reliable turbine for rotary use cost \$120,000. This alone rules out the prospect of a cheap turbine helicopter.

See Helicopter, Page 12



Avion photo by Mark Wiley

Among the activities held on Helicopter Career Day was a static display of Helicopters. These students are gathered around a Bell 206 JetRanger which belongs to the Volusia County Sheriff's Department.

Library construction to start in 2 weeks

By Richard Calvert
Avion Staff Reporter

Once an active runway for the military during the 1940's, the Embry-Riddle central parking lot will be undergoing major alterations in the near future. Though it is common knowledge that a new library is awaiting construction, many questions have arisen about the project.

The question that many students are asking is, "Why do they dig a hole out there and then leave it for weeks on end, making no effort to begin initial construction?" The answer is keyed to the original pouring of the runway many years ago. According to Mr. Charles Fountain, Director of Administration, the blueprints for the military runway indicated that the surface

asphalt was underlined by a thick layer of reinforced concrete.

Commented Mr. Fountain, "We had some coring, and the coring indicated that we were not going to find that." Were this the case, however, a major demolition effort would have been necessary. He continued, "We went in there, with a timeline that would allow us to

do all we needed to do if we had a worst-case situation. We found a best case situation." Only six inches of asphalt were present.

In reference to the delay in the initial construction, Fountain stated that though the manpower was available, the materials were not (i.e. the manufacturing company had not delivered the steel framework yet). Mr. Fountain

then went on to say, "Construction will begin probably within the next two weeks, anyway, where you will actually see people out there starting to form up, do the compacting, and do the things that look like something's going on out there."

Another question students are asking is, "Why build a one story building when we are short of space here on campus?" Ap-

parently, this is due to two major factors.

The first is economics. A library building with multiple floors needs additional supporting to manage the excess weight from the shelves of books. Mr. Fountain claims there is sufficient space to allow one-level expansion on the campus. This is clear-

See Construction, page 9

AIRLC masterplan details future layout

By Dignifi Ramsden
Learning Resources Center
Technical Services Manager

Embry-Riddle received a \$66,000 grant from the Edyth Bush Charitable Foundation in Winter Park during November 1983.

This planning grant allowed the University to contract with consultants to advise us in incor-

porating new technology in the design of a library of the future. Since the library is to be built in phases, advice was sought on an implementation schedule with costs associated with each phase for fundraising purposes.

The dimensions of the study were sufficiently large that it was divided into five separate areas: space utilization, automation of operations, media services, ser-

vices to industry and computers in education.

The process in each of these areas was to examine existing systems, analyze those technologies which were deemed cost effective and devise a workable plan suitable to the needs of the users on this campus with the intent of making resources available to the entire University.

The primary benefits are identified here from the student point of view. The primary consultant, Dick Boss, of Information Systems Consultants, Inc. of Bethesda, Maryland, should be recognized for the extensive work he has done for the University in providing us with expert advice on the wide variety of technologies considered.

In planning Phase I of the LRC, which will be completed in 1985, and Phase II, scheduled for completion four years later, the consultant provided helpful guidance to the staff in traffic flow and relationships of LRC functions. Also, he provided useful information to be used when relocating functions in Phase II.

There are numerous systems available on the market which allow libraries to automate their operations. What this means is that the user will eventually be able to access information now

contained in the card catalog through a computer terminal. They will even be able to dial up this information from a remote location.

Rather than being limited to the first word of a title, or a limited selection of subject headings, the user in a new system will be able to use any key word in the title or a much wider range of subjects with adequate cross-references.

The LRC currently uses 16 mm films, 1/4" video, and two varieties of 1/2" video tape. The recommendation which was accepted will result in reformatting to a standard 1/2" VHS cassette and the addition of video disc. When monies are available, closed circuit T.V. system will be expanded from the LRC to the other classroom buildings on campus.

The unique collection of information resources on aviation available on the Daytona Beach campus, could be of interest to the aviation industry; however, after an extensive market test, the consultant advised the University against offering contracted information services. He provided us with a cost analysis for construction of a database which would be useful to students as well as being a product which could have potential interest to the aviation industry.

In examining the use of com-

puters in instruction, it was decided that extensive cogitation was necessary within Academic Affairs and a position of Director of Academic Computing was defined. Advice was provided for ways of encouraging standardization of equipment and criteria were offered for the selection of suitable vendors.

Phase II of the LRC was planned to include a general purpose micro computer laboratory.

The end result of this study is an implementation plan which will be used for fundraising to generate the capital necessary to permit implementation of the

See Library, page 9

Students to ratify SGA constitution amendments

By Michael Geleika
SGA Representative

Your Student Government has come a long way since the induction of our present staff of officials. This has been evident by the increasing amount of student participation throughout all the divisions of the SGA.

Your student representatives have been working quite hard and diligently to better this system within a system. We, the Student Reps, are appealing to you, the Student Body, for support.

On November 7 and 8, there will be voting booths constructed throughout the campus.

The purpose of this event is to

ratify the revised constitution. There has been some badly needed changes within this document. I cannot over emphasize the importance of this ratification. The reason for these changes are that your Student Administrative Council may run in a much smoother and more efficient manner. In the long run these changes are for you.

It is your privilege to vote. Your vote counts. This is your constitution, and it is important for you.

More information on the changes are available at your Student Government office.

So, be sure to keep your eyes and ears open for further information on this worthwhile chance to voice your vote.

Literary magazine seeks poems, stories & photos

By Jeff Guzzetti
SCJ President

Creations literary magazine, a student publication that reflects the skills of artistic and creative Riddle students, needs submissions for its November 15 deadline. *Creations* will be taking on a new shape this semester and all students are encouraged to submit poems, short stories, photographs, and drawings to the Student Activities Office in the Sigma Tau Delta mailbox. Submissions may also be made by mailing it to Box 6792.

For the first time in its history, *Creations* will appear as a semesterly addition to the last issue of the Avion Newspaper beginning with this December. With some financial help from the SGA, the combined forces of

the Sigma Tau Delta English Honor Society, the E-RAU chapter of the Society for College Journalists, and the Avion Newspaper will put out what is hopefully the most prolific *Creations* yet.

Creation's can only be as good as the effort that students put into it, this is why your creative talents are needed. Whether you are a good writer, artist, or photographer, a contribution to *Creations* would be rewarding to both yourself and the students.

Again, the deadline for submissions is November 15, leaving only three weeks for you to get your creative act together. Contact Jackie Berg in Humanities office A-215, or David Krah at Box 6792 for any questions you may have.

Editorial

By Brian F. Finnegan

Drivers beware:

Pedestrian rights must prevail!

As many will notice, the university has responded with unprecedented speed to the cry for a safer pedestrian environment on campus. Students now have an option with regard to traversing the two-way road between the library construction site and the ball field, and the beetle that has been created between the University Center and the Academic complex has been met with general enthusiasm by most of the students on campus.

Unfortunately, there is a major problem with the new crosswalk and it is not with the university. It is with the students.

There seems to be a Dr. Jekyll and Mr. Hyde personality difference among some of the students. Many motorists arriving for class have shown an almost wanton disregard for the recently-installed STOP signs and campus security officers have withstood an intolerable amount of verbal abuse by students who apparently feel they have some special right to endanger the lives of others with their cars and motorcycles.

No one can deny that the changes that have taken place require a little getting used to. Security is aware of this and did not write any tickets during the first week of the change. However, they did stand at the crosswalk during the day and "reminded" drivers of the revised pro-pedestrian regulations on campus.

This week the situation is different. Motorists violating stop signs can expect a ticket and a hard line taken by both university and student officials. One cannot expect the right to blast through campus to find a parking spot and then the right to walk safely to and from class. There is no room for a hypocritical attitude like this.

Face it. Total perimeter parking is not very far away. Get used to the idea that it will take several extra minutes to get to class and budget your time for it. Expect just pedestrians left in the wake of a speeding motorist to take the license number and turn it in.

We encourage those on foot to assert their rights to a safe campus and we warn those who disobey these laws not to go expecting much in the way of tolerance when it comes to looking out for number one.

President's Corner

The Student Government Association had a very valuable experience this past weekend while the Board of Trustees were in session. Board Chairman Spruance, Dr. Ledwith, Mrs. Thompson, Provost Doten and Dean Rockett scheduled a 1 1/2 hours to present what the SGA is really all about to the board. This included services to students, budgets, past events and future anticipated accomplishments. My sincerest thanks to the SGA staff that participated: Matt Maranto, SGA Vice President; Brian Finnegan, Avion Editor; Morris Little, Phoenix Editor; Dave Marler, Entertainment Chairman; Al Williams, Student Court Chief Justice, and special thanks to Dean Robertson for the help and preparation of the event. One more note to mention, this was the first time in the Board's history that the Student Government Association was able to present their achievements during a meeting. This presentation was not edited or screened by any part of the administration, ultimately showing their trust and confidence in the SGA from its new image and responsibility.

Thomas M. Canard III
SGA President

the avion

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The opinions expressed in this newspaper are not necessarily those of the University or of all the members of the Student Body. Letters appearing in THE AVION do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided it is not libelous, obscene, or abusive. All letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor.

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THE AVION, Embury-Middle Antiques/University, Regional Airport, Daytona Beach, Florida 32014. Phone: 904-253-5361 Ext. 1082.



LETTERS

Impossible food

To the Editor:

There are many ways to violate rules at our campus, like speeding in the parking lot or "borrowing" a book from the library or the bookstore. These are just minor violations compared to what I did: I dared to order a PLAIN cheeseburger at the Flight Deck.

Apparently, PLAIN means a cheeseburger with lettuce, which I did not know. Maybe, this is because my understanding of the English language is not as thorough as that of the Flight Deck's employees.

After I got my "plain" cheeseburger, I asked if it was really plain. The answer was no, which isn't so unusual, since one never gets what one asks for at the Flight Deck. The lady who took care of my order offered to change my cheeseburger but was reprimanded by the cook. It seems a plain cheeseburger is "impossible" to make, as I later heard.

The purpose of this letter is to suggest an improvement in our food service. As a certain fast-

food restaurant's ad says: "I want my hamburger my own way." Is that so difficult to do?

Francisco J. Martinez
Box 6481

What's more, you don't like shredded, mutilated, folded and bent lettuce?—Ed.

College thoughts

When I first entered college, I thought I would be a very successful student and I would encounter no problems. I wanted to join a lot of clubs and participate in some sports, well that changed really fast. But when my final grades came out, I went in to a shock. I realized that there was more to life than having fun and joining a lot of clubs. So I decided to change for the better. I recently read an article that I would like to share with you, it relates to what I have experienced and I'm sure that some of you have experienced this before.

Students entering college over rate their chances of getting good grades and undertake the amount of time they will have to spend studying.

"They seem to expect some magical transformation," says James Kelly, of Pennsylvania State University, who audited a survey of 18,000 incoming freshmen in 1982 and 1983.

Nearly all the students, 98 percent, said they expected to have a "B" grade-point average, although many of them had not earned one in high school.

"It's the nature of people to think that when they're starting a new enterprise, they're going to turn over a new leaf, work harder and do better than they did in the past," Kelly says.

But 61 percent of the freshmen estimated they would study 20 hours or less per week. College students should spend at least 40 hours a week on study and classes.

"Students are so carelessly misled, but no one ever tells them what work it will take, what level of achievement it will take to finish a program," he adds.

High-school seniors are also woefully ignorant of the variety of fields they have to choose from, Kelly says.

More than 60 percent of the students' top three field choices were from just five majors: computer science, accounting,

management, pre-law and electrical engineering.

Two thirds of the freshmen said they had spent 10 hours a week or less on their high-school studies, but 96 percent rated their study skills as "excellent to good."

More than 80 percent of the students said they knew "little, nothing or a moderate amount" about their choice of major.

46 percent listed "no one" as their main influence in choosing a major. Fathers came in second at 18 percent, and high-school teachers were the third most common influence at 11 percent.

Peter Ejarque
Box 5913

Beer bottles

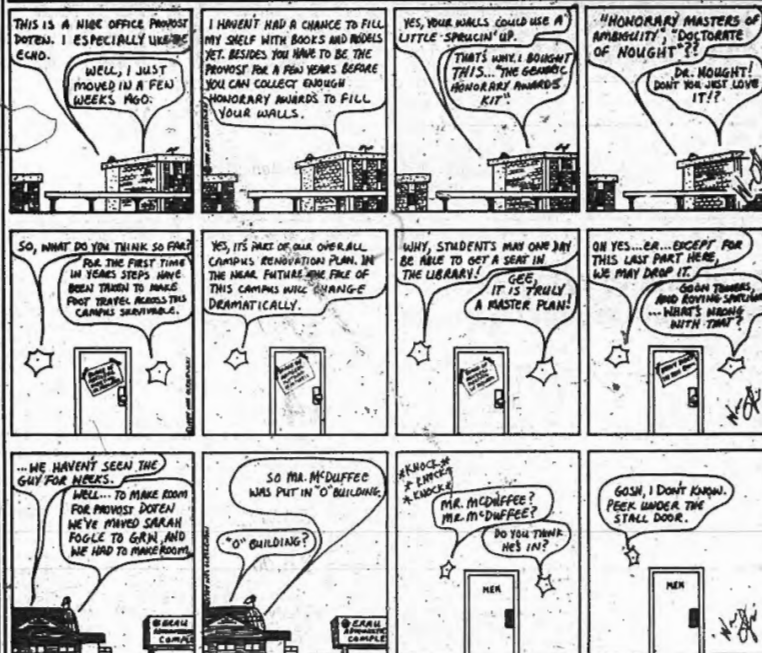
To the Editor:

After Octoberfest last weekend, I find time to question our university officials on their policies and procedures.

Octoberfest was advertised as a free event, sponsored by the E-RAU Entertainment Committee.

See Letters, Page 3

COMICS



Doc advises on trust fund legalities



I HAVE SAVINGS, AND CERTIFICATES IN MY NAME AND THAT OF MY SON WHOM I REARED FROM INFANCY. OUR NAMES ARE ON THE CERTIFICATES, NOT AS JOINT TENANTS, BUT WITH RIGHT OF SURVIVORSHIP. IN CASE HE PRECEDES ME IN DEATH, WILL I BE REQUIRED TO PAY FEDERAL TAX ON HIS HALF OF THE MONEY? I

assume from the question that the "federal tax" you mention is the federal estate tax which is based upon the value of assets owned by a person at death. If your son predeceases you in death and you can prove that he made no contribution toward the funds that are represented by the savings and loan certificates, there will be no federal estate tax on his interest in the certificate. On the other hand, if he did, in fact, make a contribution toward the funds represented by the savings and loan certificates, there would then be a federal state tax on his contribution, further assuming that his total estate was large enough to cause a federal estate tax to be payable. Finally, whether you would be the one required to pay the federal estate tax would depend upon the terms of your son's Last Will and Testament, since wills frequently provide that any federal estate tax payable will paid out of

the residuary estate passing under the will rather than by the recipient of any assets outside the will, such as in this case.

IS THERE ANY WAY I CAN HAVE MY HOUSE PUT IN MY NAME ALONG WITH MY SON AND DAUGHTER SO IT DOESN'T HAVE TO GO THROUGH PROBATE WHEN I DIE? I WOULD LIKE TO CONTINUE TO RECEIVE HOMESTEAD EXEMPTION AND SENIOR CITIZENS DISCOUNTS. A present transfer of the house reserving a life estate will eliminate the need for probate. Tax exemptions are allowed to the holders of life estates. Any sale or mortgage of the property will require signature of the son and daughter.

I HAVE WRITTEN AN OUTLINE FOR A BOOK AND WANT TO SEND IT AS A QUERY TO A NEW YORK PUBLISHER. THE BOOK IS NOT WRITTEN, BUT IT IS A VERY COMMERCIAL IDEA AND I'M AFRAID SOMEONE COULD STEAL THE IDEA BEFORE I CAN SELL IT. IS THERE ANY WAY I CAN BE SURE MY IDEA IS NOT STOLEN? A commercial idea expressed in an outline for a book, unless it involves an idea of a utilitarian project, is not protectable as such. A patent protects the arrangement of words or the design of a work of art. Therefore, protection of a bare idea which does not fall within one of the above may be stolen.

YOU HAVE BOUGHT A NEW MOBILE HOME. THE DEALER HAS INFORMED YOU THAT A FACTORY REPRESENTATIVE WOULD COME BY TO MAKE ANY NEEDED REPAIRS OR ADJUSTMENTS. THE ONE YEAR

WARRANTY HAS EXPIRED AND YOU HAVE YET NOT SEEN A FACTORY REPRESENTATIVE. IS THERE ANYTHING YOU CAN DO TO BE SURE YOU WILL BE TREATED FAIRLY? Florida's motor vehicle law provides that the manufacturer and dealer of a mobile home shall warrant that it will be free from substantial defects for at least 12 months, measured from the date of delivery of the mobile home to the buyer or the date of the sale. The claim in writing may be presented to the manufacturer, dealer, or supplier. If the dealer is notified of the claim and the manufacturer is the responsible party, the dealer is required to so inform the buyer and to notify the manufacturer of the warranty claim. The defect shall be remedied within 30 days of the written notification of the warranty claim. A buyer may bring a civil action for damages against the responsible party who fails to resolve a warranty claim. If the claim in writing was made within the warranty period, the action for damages could be brought after the warranty time expired but it would have to be brought within the time allowed by the Statute of Limitations, which time depends on the kind of action, probably five years under the facts. If defects occur after the warranty has run, no claim under the warranty would be enforceable. An action against the manufacturer or dealer could probably be brought after the warranty has expired, if the damages were caused by their negligence.

[Due to the complexity of the law, questions answered in this column are of a general nature and may not necessarily apply to a similar legal problem.]

Letters (Continued from page 3)

tee, Entertainment, as part of their administration of the event, prohibited coolers or bottles from being brought in. This is in part to protect spectators from the possibilities of broken glass incidents and in part to the fact that it is against the law.

When an organization purchases a one-day liquor license, as the Student Government did, anyone attending that event is prohibited by law from bringing or consuming alcohol other than that which may be purchased as a result of the liquor license.

My question then is why our Director of Student Activities, the person in charge of overseeing such events, both legally and morally, violates the standards that she promulgates.

Along with several of my friends, I observed her walking through the crowd with a bottled beer. And again, along with several of my friends, we observed people from Entertainment asking spectators to relinquish their generic beverages.

I just can't understand this double standard that we are expected to adhere to. I refrain from bringing my own alcoholic beverages to meet the laws and standards that our very administration breaks.

If our university wants to set policies and expect us to abide by them, that is fine by me. When policy is formulated for the good of university life or because that is what state law dictates, then all must abide.

When those in charge of setting standards fail to meet them, I feel we are being cheated. There is no room for hypocrisy in our university administration and we as students, aren't expected to tolerate it.

Name withheld

You really should go on the record and push this issue if it bothers you so much. Ed.

Rate!

To the Editor:

Isn't it amazing how Embury Riddle is trying to turn us all into maze-bright rats? What I'm talking about is what some might

mistake to be Florida's state drivers test course when it really the school parking lot. With all of the new added stop signs we might as well push our cars through this masterpiece. Now the rumor is that they want to put in speed bumps in front of these stop signs.

I think that maybe they should forget about the speed bumps and put up little booths for the Riddle security to stand in. But,

before they put these up they should fence them off six months prior to initial construction.

I realize that in this situation it is the thought that counts and I also can admit that I have no solutions to this problem. I just hope that I'm gone before they start thinking about on-off ramps like the ones in Washington, D.C.

Dave Schiltz

Me, too. Ed.

Are You Creative?

Do You Want To Be Published?

CREATIONS,

E-RAU's Literary Magazine

Best Entries Will Be Published in December

Submission Deadline: November 15

Submit your entries to the Sigma Tau Delta mailbox (in the Student Activities Office) or mail to Box 6792.

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PHOENIX 1984

YEARBOOKS ARE ON SALE
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(LIMITED EDITION)

On the turntable Not so Quiet Riot

By Todd Huffallicker

This week I decided to review a little bit of heavy metal music. Quiet Riot's "Condition Critical" album fits right in there. With Kevin Dubrow's constant energetic vocal cords, he just about exhausts the listener with his continuous yelling.

Although you can understand the words he's trying to sing, unlike many other heavy metal groups, the songs are very different and really don't have much meaning to them. Many of the songs are about the group and a couple of them are about partying. For instance, "Party all night", and "Red alert".

There are only a few of the songs on the album I really like. On a scale of 1-10 I give "Condition Critical" a 5.

energetic beat and "Winners take all". "Winners take all" has meaning, the beat is good, and Dubrow doesn't yell his head off. The chorus sounds something like this:

Together we stand
We don't take no fall
'Cause we're winners
And winners take all

The overall beat and rhythm to the album is alright and that's as far as I'll go. Frankie Banali does a pretty decent job of playing he drums and electric percussions, and Pat Regan is fairly good on the keyboards.

"Condition Critical" sounds like the same type of music Quiet Riot had on their "Metal health" album and if you liked that album, you sure to like this one. On a scale of 1-10 I give "Condition Critical" a 5.

What's on top...

ROCK TRACKS

1. JOHN CAFFERTY AND THE BEAVER BROWN BAND-On The Dark Side
2. U2-Pride (In The Name Of Love)
3. DAVID BOWIE-Blue Jean
4. SURVIVOR-I Can't Hold Back
5. 30 SPECIAL-Teacher, Teacher
6. BRUCE SPRINGSTEEN-Cover Me
7. TOMMY SHAW-Girls With Guns
8. THE PIXIE-Are We Ourselves?
9. JOHN WAITE-Tears
10. SCANDAL FEATURING PATTY SMYTH-Beat Of A Heart

DANCE TRAX

1. SWEET AWAY-Diana Ross
2. I FEEL FOR YOU-Chaka Khan
3. LET'S GO CRAZY-OTC City-Prince And The Revolution
4. SLIPPERY PEOPLE-The Staple Singers
5. WOOD BEZZABSOLUTE-Sentinel
6. TWO TRIBES-Frankie Goes To Hollywood
7. TUCH ME-Whit Featuring Fonda
8. BLUE JEAN/DANCING WITH THE BIG BOYS-David Bowie
9. IN THE EVENING-Sheri Lee Ralph
10. THE LUCKY ONE (Re-mix)-Lauri Brangan

TOP TEN IN BRITAIN

1. I JUST CALLED TO SAY I LOVE YOU-Sister Sledge
2. THE WAR SONG-Culture Club
3. FREEDOM-WHAM!
4. GHOSTBUSTERS-Ray Parker, Jr.
5. DRIVE THE Cars
6. NO MORE LONELY NIGHTS-Paul McCartney
7. WHY?-Bronski Beat
8. PRIDE-UE2
9. TOGETHER IN ELECTRIC DREAMS-Giorgio Moroder and Phil Collins

COUNTRY SINGLES

1. I DON'T KNOW A THING ABOUT LOVE-Country Two-Two
2. IF YOU'RE GONNA PLAY IN TEXAS (YOU GOTTA HAVE A FIDDLE IN THE BAND)-Alabama
3. THE LADY TAKES THE COWBOY EVERYTIME-Larry Quinn and the Galt Brothers
4. CITY OF NEW ORLEANS-Willie Nelson
5. I'VE BEEN AROUND ENOUGH TO KNOW-John Schneider
6. QWEE ME ONE MORE CHANGE-Exile
7. BIE SURE GOT AWAY WITH MY HEART-John Anderson
8. UNCLE PEN-Ricky Scaggs
9. YOU BRING OUT THE WILD SIDE OF ME-Donna Ross
10. PLEDGING MY LOVE-Emmylou Harris

RYTHM & BLUES

1. I JUST CALLED TO SAY I LOVE YOU-Stevie Wonder
2. I FEEL FOR YOU-Chaka Khan
3. SWEET AWAY-Diana Ross
4. LET'S GO CRAZY-Prince And The Revolution
5. COOL IT NOW-New Edition
6. CARIBBEAN QUEEN NO MORE LOVE ON THE RUN-Sally Ocean
7. CENTIPIDE-Rabbi Jackson
8. THE MEDICINE SONG-Stephanie Mills
9. DON'T STAND ANOTHER CHANCE-Janel Jackson
10. YOU GET THE BEST FROM ME-Allic Myers

source: Billboard

week ending 10/20/84

Steppen Out...

By Mike Schmitt

Entertainment Weekly

This week Steppen Out stays close to home to a well known eating and drinking establishment known as Minsky's Pizza.

Minsky's is located in Daytona Beach at 1106 Beville Road. There are also two other restaurants in Altamonte Springs at 1185 Spring Center South and in Deland at 231 North Woodland.

The hours are 11 a.m. to 12 midnight from Sunday to Thursday and from 11 a.m. to 1 a.m. on Friday and Saturday. Some of the weekly drink specials are a happy hour from 4-6 p.m. which includes two for one hi-balls and .75 cent drafts. On Sundays all draft beer is .25 cents. This also holds true on Monday nights from kick-off to the two minute warning during the Monday night football games. One can also enjoy Minsky's Monster Margarita on Wednesday nights. From 4 p.m. till closing, this 45 oz. drink is only \$3.95. All this happens in the bar/lounge area of Minsky's.

In the restaurant area one can enjoy a variety of different munchies, sandwiches, salad bar toppings for their salad, Italian food, beverages and, of course, pizza (which is what Minsky's specializes in). And starting last Monday, Minsky's invites you to take the Minsky's challenge. That is if you say that Minsky's pizza is not the best pizza you've had in Florida, then Minsky's will pay for half of the pizza!

Best recommended to try is one of Minsky's house specials and that is the Tostada. It consists of a regular of whole wheat pizza crust, covered with refried beans, taco meat, cheddar cheese, topped with lettuce, Tomatoes, and sliced onions. It is served with Picante sauce, Sour cream and Jalapeno sauce and at a real bargain price of \$10.95 for medium size.

Minsky's pizza's are truly superb. You have a choice of over thirty toppings and the prices range from a small \$6.00 to a large \$10.50. Some of the toppings to choose from are Canadian Bacon, Hamburger, Zucchini, Salami, Jalapeno Peppers, and even Sliced Almonds.

All the items on the menu are available for take-out but once one sees the comfortable, relaxed atmosphere of the inside of Minsky's you won't want to leave. On a scale of 1 to 10, I'd give Minsky's Pizza a 10.

Coming
To
Florida



CYNTHIA LAUPER ***** Friday, October 26, 8 p.m. --- Bayfront Center, St. Petersburg

BILLY SQUIER w/RATT ***** Thursday, October 25, 8 p.m.

--- Lakeland Civic Center, Lakeland (\$14.75) ***** Sunday, October 28 --- O'Connell Center, Gainesville

CHEAP TRICK, K.C., NEW EDITION, SHANNON; S.O.S. BAND ***** Saturday, October 27, 9 p.m. to 1:30 a.m. --- Magic Kingdom, Walt Disney World, Orlando

FABIAN, the SHIRELLES, LITTLE ANTHONY, the DRIFTERS, DEE CLARK and others ***** Saturday, November 3 --- U.S.F. Sundome, Tampa

The LONGBORN CHAMPIONSHIP RODEO ***** November 2, 3, 4 --- Lakeland Civic Center, Lakeland

MILES DAVIS ***** Sunday, November 4 --- Ruth Eckerd Hall, Clearwater

EXILE ***** Sunday, November 4 --- Finky's, Daytona

RONNIE JAMES DIO ***** Saturday, November 10, 8 p.m. --- Lakeland Civic Center, Lakeland (\$13.50)

PAT METHENY ***** Saturday, November 24 --- Tampa Theatre, Tampa

OSMOND BROTHERS ***** Sunday, November 25 --- Finky's, Daytona

STATLER BROTHERS ***** Saturday, December 1 --- Lakeland Civic Center, Lakeland (\$11, \$12, ... tickets on sale Oct. 22)

JERRY REED ***** Sunday, December 16 --- Finky's, Daytona

Bayfront Center (St. Pete) (813) 993-7251

Bob Carr Auditorium (005) 643-8111

Finky's 255-9259

Lakeland Civic Center (813) 696-4111

Tom's Point (407) 273-9600

Ruth Eckerd Hall (813) 725-1844

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In concert

Rod rocks J-ville

by Jeanette Hilsop

On Friday, October 5, Rod Stewart brought his tour promoting his new album, *Camouflage*, to Jacksonville and to Florida. And I must say that it was the best concert I had seen in a long time.

The concert was at the Jacksonville Coliseum and it started promptly at 8 p.m. and it was all Rod Stewart! There was no opening act and it was three hours long. With only a 15-minute intermission, it was

truly an entertaining show.

Part of the reason for the show being so great was the stage set up. In the back of the stage rose a semi-circular ramp which enclosed the band. To the sides of the stage were platforms shaped like wings that stretched some 20 feet towards the walls of the Coliseum on which Rod could run up and down. Also, when the intermission ended, the curtains that were in front of the stage were sucked up into machines on the stage. Sort of like what happens when you vacuum up a piece of tissue paper except when the curtain rose 30 feet long, it was incredible.

From his new album he sang "Infatuation" and came back with "Some Guys Have All The Luck" as an encore. In addition to other songs off that new album, he sang most of the many hits that built his fame in the music business like "Maggie May," "Tonight's The Night," "The First Cut Is The Deepest," "You're In Love With The Doctor," "Hot Legs," "Do Ya Think I'm Sexy," and "Passion."

Although the band he had playing for him slightly overpowered his voice, that was only a minor problem that didn't seem to mar this memorable event.

What made this concert excellent was how Rod played to the whole audience. His energy seemed overwhelming as he ran all over the stage entertaining all parts of the coliseum which today is very rare.

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Octoberfest 1984

entertained hundreds of party-goers during this huge promotion

Left: an afternoon sunset over the stage as Atlanta Rhythm prepares to play. Below: Gary Dixon, Eastern Airlines Representative, hands out free passes to raffle winners Richard H. Mix Jr. and Edward Bartling. Right: Skip Castro Band warms up the audience.



Rich Gray



Scott Featherstone



Rich Gray



Scott Featherstone



Rich Gray



Scott Featherstone

Far left: stage hands look on as Skip Castro Band rocks Octoberfest. Left: ARS guitarist does some hard-driving solo work during their set which lasted for close to one hour. Above right: ARS brings the crowd to their feet during a spectacular performance. Right: The Butterfly Man stays busy as he juggles five balls during his sideshow which also included knives and hatchets. Octoberfest is an annual event sponsored by Embury-Riddle Entertainment - a division of the Student Government Association



Rich Gray

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WHAT IT IS!



Kelly A. Smith
Sports Editor

Jogging Exercise Trail

What happened to J.E.T.

"Are you tired of getting doo-doo on your new Addidas? Tired of playing Dodgeball with cars on Catalina Drive when you're the ball? Tired of being passed on the Easter Beach Run by little old ladies running backwards?"

"If so, the E-RAU Recreation Department has the answer. It's the Jogging Exercise Trail (J.E.T.), a 1.3 mile walking and jogging path with 20 exercise stations along the way, located in front of Dorm 1."

"Hope you'll come and get your J.E.T. rating for the health of it!" After reading this little excerpt from the J.E.T. flyer provided by Recreation, I decided to give it a try. As I made my way to Dorm 1, I pondered how to fit the J.E.T. into my daily schedule. Since departing the Army ROTC program last Spring, I really hadn't kept up with any "physical training."

Station 1, located aft of the AFROTC building, was now behind me as I proceeded on with my 1.3 mile trek. See TRAIL, page 7



Avion photo by Pat McCarthy

Florida State runningback Greg Allen (26) looks for an opening against a tenacious Tulane defense. Deno Jeter (50) pursues. The normally high scoring Seminole offense was limited to only 25 yards passing and 13 points. FSU's defense provided the big backs, recovering two blocked Green Wave punts for TD's. 15th ranked FSU prevailed 27-6 and upped their record to 5-1.

Knights upset Illinois St

By Timothy Van Milligan

ORLANDO, FL - Going into the game last Saturday night as the underdog, the University of Central Florida Knights defeated the Redbirds of Illinois State University in a triumphant comeback. At one point, down 21 to 6, the Knights took the win with a final score of 28 to 24.

Senior quarterback and communications major at Illinois State, John Coppens, looked impressive as he picked apart the Knights defense with precision passes in the first quarter, throwing for two touchdowns. At the end of the first half, the southpaw from Illinois State had thrown for 212 yards, compared to the 90 yards thrown by UCF Knight, Dana Thyssen. Coppens ended the game with 379 yards passing.

At the end of the first half, it looked as though the 17th ranked Redbirds would completely annihilate the Knights, but at the beginning of the third quarter, the Knights came back charging.

The key to the turnaround in the status of the game was the amount of penalties accumulated by the ISU Redbirds. In the second half, almost everyone the



Avion photo by Beth Gray

UCF Knight defensive end, Darrell Rudd (70), helps Illinois State wide receiver, Lance Brooks, find the Orlando Stadium turf.

Redbirds made a key long-yardage play, it was called back by an ISU penalty. Illinois was penalized 12 times for a total of

113 yards. UCF was also able to stop the Redbirds punting game in the second half behind defensive end and Co-Captain Darrell Rudd, who had one of the three UCF sacks.

The two key plays for the Knights came in the third quarter while the Knights were on defense. The first was a Coppens interception, which was run

back for a new UCF record of 75 yards by Curt Ashby. The second was a Illinois punt blocked by Corris Ervin, and run for a TD by Jeff Farmer.

This upset win over Illinois State put the UCF Knights to a record of 3 wins and 5 losses, and gives Coach Jerry Anderson his first win after taking over the reins after Lou Saban resigned last week.

Musselman signs three year pact

ST. PETERSBURG, FL - Tampa Bay Thrillers' President and Co-owner Jeffrey S. Rosenberg has announced the signing of Bill Musselman to a three year contract as Head Coach and Vice President of the Continental Basketball Association team.

Musselman's previous professional coaching experience includes head coaching positions in the A.B.A., W.B.A., and three years as Head Coach and Vice President with the N.B.A. Cleveland Cavaliers. As a college coach he established one of the highest win-loss percentages in the country. At Ashland College of Ohio, Musselman's 1968-69 squad set an N.C.A.A. College Division record, allowing fewer than 34 points per game on their way to the National Championship. Moving from Ashland to the University of Minnesota, he led the Golden Gophers to their first Big Ten title in 1973 years.

Musselman's contract, which is guaranteed over the three year period, makes him the highest paid Coach/Vice President in the history of the C.B.A. Further terms of the contract are confidential.

Lead phase out could cost cyclists a half billion dollars

WESTERVILLE, OH - Due to the federal government's proposed phaseout of lead as a gasoline additive, the American Motorcyclist Association reports that the owners of Harley-Davidson, European and vintage motorcycles could be faced with engine-rebuild costs totaling nearly \$500 million.

The AMA presented the cost estimates to the Environmental Protection Agency in formal comments to the agency's plan to reduce lead in gasoline by 91 percent by 1988 and to eliminate the fuel additive entirely by 1995.

The estimates are based on a conservative forecast that 80 percent of the 2 million "at risk" engines will suffer serious damage due to lack of lead for valve lubrication. Included in this population are Harley-Davidsons, pre-1979 BMWs, British and Italian machines, pre-1974 Japanese motorcycles and an estimated 1 million vintage cycles.

The AMA pointed out in its EPA comments that the agency did not even test motorcycles when determining an acceptable minimum lead level. Motorcycles, with their higher-revving, air-cooled engines, may suffer valve failure sooner than the automobiles that the EPA did study. The AMA also charged that the EPA underestimated by 8 percent the number of motorcycles that would be affected by the agency's lead decision.

Additionally, the Association noted its concern that motorcycle owners after 1988 may use fuel additives in attempts to retore the valve-lubricating properties of lead, risking health problems or engine failures.

For further information or a copy of the Association's comments to the EPA, contact the AMA Government Relations Department at P.O. Box 6114, Westerville, OH 43081. Or call (614) 891-2425.

Avion Sports Football Pool 1984

The Avion sports football pool for 1984 is sponsored by Keith's "Northern Style Deli" Subs.

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San Fran. at L.A. Rams
Washington at NY Giants
New Orleans at Cleveland

COLLEGE

Rutgers at Boston College
Penn State at W. Virginia
Maryland at Duke

TIE BREAKER

Tampa Stadium currently has a capacity of 74,317. What was the seating capacity when it was dedicated November 4, 1967 in a game between the University of Tampa and Tennessee.

NAME _____
E-RAU - Box _____
PROGRAM _____
TELEPHONE _____

To enter, cut out this entry form and circle who you think will win in the matchups provided below.

Deadline for entries will be Friday, October 26, 1984 at 1630 hrs. Entries can be dropped in the campus mail or brought to the Avion sports desk.

A winner will be selected Monday, October 29, 1984. Winners are selected on the basis of the amount of correct answers made on the entry form. Should a tie occur, then the winner will be selected by how the entrant best answers the tie breaker question.

If a tie still occurs the entrants will be contacted to engage in a one on one sudden death playoff based on a five question trivia quiz mediated by the Avion Sports Editor.

The tie breaker question will only be used in case of a tie. In the event of a tie and one of the entrants does not answer the tie breaker question, the other entrant will win.

The winner will be able to receive a large sub sandwich FREE from Keith's Subs. Avion staff members are not eligible to participate.

Last week's winner was John White. The Aeronautical Science major correctly identified 12 of 16 game winners.

The tie breaker question was: Joe Torre, former manager of the Atlanta Braves played professional baseball in four major league cities. Name them. Chris Svedgen was the only entrant to correctly answer the tie breaker question. The answers were: New York (Mets), St. Louis (Cardinals), Atlanta (Braves) and Milwaukee (Braves). Sorry Chris, there is no prize for just the tie breaker question.

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Camel ProSeries race rescheduled

SPRINGFIELD, Ill - The final event in the American Motorcyclist Association's (AMA) 1984 Camel ProSeries, a mile dirt track race scheduled for Saturday afternoon, October 13, at the Illinois State Fairgrounds here, was rained out. The event was rescheduled for Sunday afternoon, October 14, but muddy track conditions forced cancellation a second time.

The mile race, which will feature crowning of the 1984 Camel Pro Series Champion, has now been rescheduled and will run on Sunday afternoon, October 28. In the event of inclement weather or poor track conditions on October 28, the event will be rescheduled each consecutive day, beginning on October 29, until it can be completed and a new champion named.

Further information regarding the event may be obtained by calling (217) 753-8866.

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Buccaneer player profile

Cedric Brown takes football week by week

From the Tampa Bay Buccaneers

Tampa Bay Buccaneers safety Cedric Brown is a man prepared for life after football. But with seven years of starting experience behind him already he hopes that life doesn't prove necessary for some time to come.

"I have an ideal way I'd like to leave football under," Brown says. "I'd like to be able to retire with my health, a good lifetime career and no hard feelings toward the game."

A look at Brown's career shows he's done his part and more in assisting this kind of exit from the game. Always one of the better conditioned athletes on the team, Brown has carried his concern for health one step further in 1994 by completely overhauling his diet.

"I want to be a nutritionist this past off-season," he says. "And I found out I was a walking garbage can. Everything I eat now is of top nutritional value. I've cut out all red meats and my corn chips are even unsalted. The traditional American meal is meat and potatoes but, that just isn't good for you."

Knowing football would always be his career,

Brown has taken care of part two of his ideal retirement as well. After three years of study, he received a degree with honors in engineering technology this past May from Tampa Technological Institute.

"Ever since my wife and I had our first child and I thought, 'wow I have a real live American family brewing here.' I realized I needed to have a backup plan to best take care of my family."

"Don't get me wrong," he continues. "I still love football and want to play as long as I can but there needs to be a backup. I now feel I have stepping stones in that direction."

Brown's family grew one member stronger in July when he and his wife Linda gave birth to their second daughter. That event has only made Brown all the more aware of his responsibilities.

"I had my bachelor days and share of parties my first three years in the league," he says. "But I was raised in a traditional family and my number one concern is what's best for my wife and kids."

The third part of Brown's ideal retirement is to get out without hard feelings. Any hard feelings around may erode from opponents trying to score on Brown and the always strong Buc secondary. In

seven seasons with the Bucs, Brown has intercepted 29 passes to lead all active NFC players. Against Detroit alone, he has intercepted six passes in the last four matchups.

He has started in 88 games and played in a total of 93. He has been part of a Buc secondary which has allowed fewer touchdowns passes than any team in the league over the past seven years. He is now the sole remaining starter from the early Buc secondaries and perhaps offers the best perspective on the unit's success.

"Wayne Fontes does a great coaching job," he says. "We've always come up with strong secondaries and I would have to say this year's blend of experience and youth is among the best we've ever had. I've kind of become a coach on the field, because I've been with Wayne so long and I know what he wants. I kind of enjoy playing that role."

He looks forward to another year with the Bucs and several more thereafter. "Only Father Time will be able to say, 'Cedric Brown it's time to get out,'" and I'd like to think by that time I'll agree with him," he says. "I'll play as long as I can perform but, you just never know what might happen."

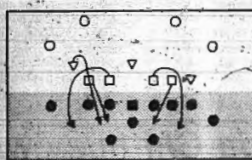


CEDRIC BROWN

The only way to take this game is week-by-week. "I've been very fortunate thus far and I'll gear all my motivation toward keeping it that way."



Eagle third base coach, Bill Urm, looks on as Bill Krebs heads for home. The E-RAU Aviation Administration major was tagged at the plate during a game against Georgia Southern.



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DON SHULA'S CHALK TALK

STUNTS
It is a crucial trick defense to vary and disguise its "looks." One of the most popular methods of accomplishing this is to use stunts, a strategy calling for two or more defensive players to exchange responsibilities during a play. Stunts can be used in any combination of defensive players — linemen, linebackers, and de-

fensive backs. But the most viable stunts are the ones used in the pass rush. In order to keep the offense off balance and to prevent offensive linemen from digging in too solidly when pass blocking, shuffling defensive linemen can exchange their usual rushing routes by looping around each other after the ball has been snapped. In the illustration, the defensive ends charge first, off the outside

shoulders of the guards. The defensive tackles then loop around the offensive tackles, creating some unpredictable blocking angles. Stunting has been around for a long time. With the more lax rules governing pass blocking to day, and the overall emphasis on passing in the NFL, it is still a popular strategy. Dallas, Tampa Bay, and Cincinnati are a few of the current teams that stunt frequently.

SCORES, STATS AND STANDINGS

VOLLEYBALL

Sick Fox
B.O.N.G.

BRU INTRAMURALS

THIS WEEK'S SCHEDULE
Thursday, Oct. 26

17:30
Eagles vs. Eric's Kids

17:30
Sigma Phi vs. Shack Attackers

17:30
Vets Eagles vs. Afterburners

17:30
Diamond Cutters vs. Destroyers

17:30
Eagles vs. Shack Attackers

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Sigma Phi vs. Eric's Kids

17:30
Naval Aviation vs. Dirty Dozen

17:30
Alpha Eta Rho vs. Afterburners 2

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LAST WEEK'S RESULTS

Sick Fox
B.O.N.G.

BRU INTRAMURALS

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Alpha Eta Rho vs. Afterburners 2

17:30
Vets Eagles vs. Afterburners

17:30
Diamond Cutters vs. Destroyers

17:30
Eagles vs. Shack Attackers

17:30
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17:30
Sigma Phi vs. Eric's Kids

FOOTBALL

Bro. of the Wind
Mad Dogs

BRU INTRAMURALS

THIS WEEK'S SCHEDULE
Sunday, Oct. 25

17:30
Eagles vs. Eric's Kids

17:30
Sigma Phi vs. Shack Attackers

17:30
Vets Eagles vs. Afterburners

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Diamond Cutters vs. Destroyers

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TRAIL (continued from page 6)

I soon found myself at the edge of the Dorm 2 access road. As I waited for a couple of cars to pass I noticed the near invisible crosswalk strips. Well, I was on the right track.

I nearly over ran station 2. Luckily I spotted the freshly cut weeds. Thank you, to who ever laid the weedster to the area. If it wasn't for the weed clearing I probably never would have found it. Station 3 began the real challenge. The trail moved into the small forest adjacent to Dorm 2. I soon arrived at station 4 after jumping some downed limbs and ducked under another. I followed some dog tracks to station 5. I broke clear of the jungle after high stepping through the weeds.

I couldn't find station 6 for quite some time. I looked for trail markers to no avail. Luckily I had the J.E.T. flyer with me. After studying the map and several probing steps back into the jungle, I was able to locate the trail once again. I had to high-step through the growth as I searched for the next station. Upon leaving the station 5, I wondered how long it would take the vine to totally cover the slash into board.

Upon my exit from the weeds and jungle I couldn't help but remember how the flyer urged me to get my J.E.T. rating. I chuckled to myself as I thought, "Yeah, I just went through Jungle Exploration Training."

The remaining portion of the trail was fairly easy to follow. Most of the time you could look around and spot the next station. Although at times I sneaked a peek at the map for some help.

J.E.T. was opened in 1980. Unfortunately it appears that it hasn't been maintained or used much since then. You would think that if Recreation can afford to have eleven page flyers printed, that they could arrange to have the trail maintained.

I must admit though, there were more dog and cat tracks than tennis shoe tracks along the jungle trail. Though, I also feel that if J.E.T. was properly and frequently maintained there would be an increase in tennis shoe tracks.

No one wants to

AHP looks to excel in season sports efforts

By Ben Barrocas

AHP has won its third football game, beating Sigma Phi Delta by a score of 28-13. AHP's record now stands at 3-1 and playoff games are in vision. Under Mitch Williams' coaching, the AHP offense is ranked at number five as of October 17, 1984.

Much credit is due to quarter-

back Tim Jammin who brought with him skills acquired while playing for Garland State before he transferred to Embury-Riddle. Another fine offensive player is Joe Elm whose speed and touchdown runs has helped the team acquire its 3-1 record. Defense, which is coached by David Vestal, has done a well job in helping the offense maintain its lead. Credit is given to Mark

Berry who in the last two games has intercepted twice and has run for two touchdowns.

In volleyball, the first week was quite successful with two wins out of the first two games. However, the second week turned into an upset as the team lost its first two games. But as Beth Ryan as coach, the volleyball team is sure to turn such an upset around into its own advantage.

In softball, coach David Vestal has already started practice for the November tournament. Last season, under coaching of Charlie Nicholson, AHP came in third place out of twenty-three teams. This season with better starters, AHP is sure to be one of the top five contenders. At first base is Nick Fasano, playing second is Danny Smith, shortstop position is played by Tim Jammin.

third base is now empty and will be taken over by Joe Elm. Mitch Williams will watch, David Vestal will be the pitcher, and the outfielders will be Ben Barrocas, Tom Starkey, Keith McGovern, and Howard Hollander.

In the ultimate game, AHP has still not found a competent challenger and Team Captain John Hearn is still waiting patiently.

In other news, AHP pledges will have their second interviews this Friday. Pledges have a

chance to demonstrate how well they know the Epitaph Rho Chapter, and at the same time show their meaning of what it means to be in a fraternity.

On Saturday October 13, 1984 Pledge Class Phi thought the Chapter for their help throughout the tri-semester by throwing a beach party in honor of the brothers. The party turned out to be a success and it gave pledges the opportunity to get better acquainted with AHP Brothers.

Christian Fellowship answers questions

By Dawn Keith

First of all, most of us will agree that God does exist. Secondly, if God exists, then we must agree that only God could have created a world as beautiful as ours; only God could have created man; and only God could have created an individual so distinct as you and me. If God can perform wonders far beyond the realm of understanding, it is reasonable to say that He is capable of choosing the right people to bring forth His own precious word. However, due to our imperfections, it is very hard for us to comprehend the power of His goodness. Peter says, "For the prophecy came not in old times by the will of man, but holy men of God spoke as they were moved by the Holy Ghost."

You see, the men who wrote the Bible were not favored any more than you or I until their hearts sought to know God's will for their life. Moses, who wrote a major part of the Old Testament, was not blessed by God until he admitted his unworthiness (Exodus 33:10), but later on as they were entering the promised land, "the Lord spoke to Moses, write this for a memorial in a book and rehearse it in the ears of Joshua." Ex 17:14. Jesus' life is accounted by four different people: Matthew, Mark, Luke, and John. Comparatively, the style and wording of these books may be slightly different, but the story and Jesus' purpose is the same throughout. Paul, who wrote a major part of the New Testament was originally a persecutor of the Christians, but then Jesus spoke

to him and turned his life around. Act. 9:1-8 In 1 Cor. 2:3 He says, "And I was with you in weakness and in fear, and in much trembling." And My speech was not with enticing words of man's wisdom, but in demonstration of the spirit and power!"

So what do we have to gain from reading the Bible? This is what God told Joshua after Moses passed away, "This book of the law shall not depart from out of your mouth; but you shall meditate there in day and night, that you may observe to do according to all that is written therein: for then you shall make

your way prosperous, and you shall have good success." Joshua 1:8 Not only can we be prosperous, but in Hebrew it says there is power in God's word.

"For the word of God is quick and powerful; and sharper than any two edged sword." Hebrews 4:12. But don't take my word for it; read and study God's word yourself. Isaiah says, "The grass withers, the flower fades: but the word of God shall stand for ever." Isaiah 40:8

If you wish to submit a question to Christian Fellowship, there are forms available to write your question in the SGA office:

SPD takes road trip

By Steve Taylor

This past Saturday, the Brothers and Little Sisters of Sigma Phi Delta made their bi-annual road trip to Dr. Phelps residence for an afternoon of R & R. Also in attendance was faculty member Charlie Bishop, accompanied by his wife and children. To highlight the afternoon, there was a barbeque, keg, swimming in the pool, and lounging in the jacuzzi.

On Oct. 12, the Chief Engineer, Business Manager, and

Pledgemaster made another famous SPD road trip to Tri-State University, in Angola, Indiana, to Kappa Chapter for an eastern province convention. The three Brothers attended parties at Kappa's new house on Friday and Saturday nights, and then spent the day Saturday in committee meetings. To boost moral, they brought back Lambda Chapter's trophy trophy and other liberated articles, the former due to the ingenuity of alumnus Keith Columbus. The trio returned, exhausted, Sunday night.

Motorcycle Club plans host of coming activities

By Rick Fingers

The Motorcycle Club is steadily growing. A ride on Sunday (10/14) led to St. Augustine. It was a perfect day for riding and lunch at the Mill Top.

There are many ideas and possibilities for future club activities; such as a camping trip, opportunities for motorcycle supply discounts, movies, a riding safety course, and much more.

Membership is open to all E-RAU students, faculty and staff with a 350 cc or larger

motorcycle. Those who join during October will be considered chartered members. With enough enthusiasm and support club will be very promising. Interim officers have proposed a constitution which will soon be submitted to the SGA for approval.

Meetings will be held on Thursdays at 7:00 p.m. in Room E-613. All those interested are encouraged to attend. The next general meeting will be Thursday (11/1). If any questions contact Chuck Lee, Box 6365 or Mr. Brown, Room E-614.

By Steve Williams

Last week was an informative and entertaining one, with a full week of dry events honoring Alcohol Awareness Week. Tuesday night ten brothers and associate members attended eye opening lecture, by Attorney John Norton, on the liabilities pertaining to alcohol at social events. Last weekend began Friday with a big brother - little brother bowling night and ended Sunday with a delicious Lasagna dinner expertly prepared by Alumnus Jim Stepnoski. In between there were, somewhere, it seems like we played a football game with Delta Chi.

This weekend is another big one for the Entertainment Committee. Dave Marker and Co.'s Octoberfest should prove to be a big hit. Lambda Chi Alpha will also be helping with the soft drink concessions on Saturday. Lambda Chi would like to welcome another fine addition to our membership. His name is Scott Ulrich. All twenty of our new members make up one of the finest groups we have ever seen.

Next week is time for our Semi-Annual visit from the Chapter Consistent. Alumni Bill Marks will be conducting a series of interviews with brothers, associate members and selected administrators of Embury-Riddle, along with attending the Lambda Chi functions planned for Monday and Tuesday. This visit is

always a learning experience for all and it also strengthens the bond between all 229 Chapters and Colonies throughout the United States and Canada.

The Lambda Chi life is better than ever. Come see us Mondays at 8:00 p.m. in W-306 or stop by Louie's Pizza House on Wednesdays at 7:00 p.m.

Sigma Chi to hold blood drive

By Ted Sandoval

The Sigma Chi Fraternity and the American Red Cross, will once again hold its semi-annual blood drive this coming Thursday and Friday (Oct. 25-26). The blood drive will be held in the University Center from 10:00 a.m. to 4:00 p.m., both days. We urge the students and faculty to help make the largest blood drive in Central Florida even bigger!

This year's blood drive marks the Fraternity's nineteenth consecutive yearly joint effort with the American Red Cross. This week we will be attempting to achieve at least 470 pints to make a grand total of 10,000 pints since 1978.

In appreciation, donors will receive free whopper, country of Burger King and free french fries from McDonald's. A total of 400 coupons will be given out to the first 400 donors. Joe Torch, Public Relation Chairman, has worked so hard for this worthy cause. He has set a personal goal of 500 pints to beat last year's astounding 477 pint record. The Little Sigmas and Little Sisters

will also be giving a helping hand in this years blood drive along with Epicure contributing free dinners to the hard workers.

We ask everyone to please participate in giving blood so that those in need of blood may share your gift of life.

Congratulations goes out to the new Alpha-Tota Pledge Class Officers: President - Claude Franco, Vice President - Maurice Aguilar, Secretary - Randy Redburn, Treasurer - Leo Shambles.

Over the weekend, the entire Pledge Class worked very hard in raising donations and were very proud to support their own Pledge-Brother, Claude Franco, who participated in the Daytona Beach Tri-Athlon which benefited the Central Florida Diabetes Foundation. This event fulfilled the Pledge Class's Community Project requirement for pledgship into Sigma Chi.

Our Little Sisters installation ceremony was held last week. In the following weeks, these ladies will learn the history and highlights of Sigma Chi. Each Little Sister was given a Big Brother and Big Sister to help guide them through these

assignments on their way to becoming Little Sigmas. Congratulations goes forth to these ladies: Holly, Althouse, Shari Anderson, Mary Baker, Leslie Cooper, Anita Cozart, Sharon Hiestler, April Howze, Katrina Kane, Michele Kaiser, Betty Lorens, Monique Markovina, Linda Muzikowski, Kassi Rayburn, Beth Yerks. The Eta-Lota Chapter of Sigma Chi wishes our Little Sisters success and the best of luck in becoming Little Sigmas.

L-5 to elect new officers at meeting tonight

By Jim Banke

The L-5 Aerospace Society will hold its annual elections tonight for the positions of President, Vice-President, Secretary, and Treasurer. All L-5 members are urged to attend tonight's meeting at 7:00 p.m. in Room W-306. Only dues-paying members are eligible to vote.

Our November dinner will be on Friday, November 30 at Treasure Island Inn in Daytona Beach. Dinner will be served at 6:30 p.m. with a program following. Our program will feature Dr. Marvin Bunker of General Electric. He will speak on G.E.'s involvement in creating simulated visual-effects for training simulators in the aviation industry. While also speaking on the topic, Mr. Bunker will share visual examples of his work with a slide and film presentation. Tickets will be available soon and cost under 10 dollars each! Everyone is welcome to join us for this fun and informative event.

Other November activities will be discussed at tonight's meeting. A slide presentation on NASA's manned space program will be shown after the meeting. (This slide show was postponed from the last meeting when we saw The Right Stuff instead.) All students interested in our space program are invited to attend.

HALLOWEEN DANCE

SATURDAY OCTOBER 27, at 8:30 P.M.

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E-RAU's Army ROTC expanding fast

Army ROTC is expanding very rapidly here at E-RAU. Student enrollment is up from 160 students to 225 students. The reason for this expansion is that many students are taking the opportunity open to them by becoming an officer in the U.S. Army.

Still, many students are passing up opportunities, such as scholarships, simply because they're not exactly sure what they have to do. What do you have to do? Enroll in the Army ROTC Basic pro-

gram and you'll get a good head start on this training that will benefit you all your life. When you enroll in Army ROTC you are under no obligation during your first two years. Attend classes a few hours a week. Through these weekly classes, you'll gain executive skills and leadership abilities that will give you an edge over other graduates. You will also learn map reading, land navigation, rifle marksmanship, and military courtesy and traditions. These

classes can be applied towards your degree program also. After you have completed the Basic Course, students who have demonstrated the potential to become an officer and who have met the physical and scholastic standards are eligible to enroll in the Advanced Course.

The Advanced Course is usually taken during the final two years of college. It includes instruction in organization and management, tactics, ethics and professionalism and further

leadership development.

During the summer between your junior and senior year, Advanced Course cadets attend a fully paid six-week training session called Advanced Camp held at Fort Bragg, North Carolina. Advanced Camp gives the cadets the chance to practice what they've learned in the classroom, and introduces them to Army life "in the field".

Army ROTC graduates are leaders, thinkers and decision-makers. They meet problems

head-on and solve them quickly. They know how to adapt to situations and take charge.

While you're gaining valuable experience in the Army, ROTC graduates enjoy a lifestyle with its own unique advantages. There are living quarters on neatly all Army posts. There are numerous recreational facilities, and the officer's club is always available for on post social functions, dining or just plain relaxation. Medical care and hospitalization are covered by the Army.

Army ROTC graduates find that their background and experience in ROTC and the Army can be a valuable asset if they decide to pursue a civilian career. The practical experience you've gained by leading people, managing money and equipment, and making things happen, can place you far ahead of other college graduates competing for jobs leading to top management positions.

Today's Army offers students the opportunity to learn valuable high-technology skills. Army careers in such areas such as aviation, electronics, laser technology and computer programming are available to students who can accept the challenge of working within a rapidly changing technological environment. In the Army, you'll learn from experts in the field and gain first-hand experience working with some of the most sophisticated equipment available.

Students who complete their Army ROTC training and receive their degree can look to an important career in the Army, and a future in the world of rapidly expanding technology.

If you have any questions concerning the Army ROTC program, please contact Major Fitzgerald in M- building or call extension 1173.

Riddle Runners to defend championship

E-RAU Running Club traveled the roads again. This time they attended Oakhill Seafood Festival 5 km. (3.1 mile) race on Saturday, October 13. E-RAU was the defending 1983 track champion, however, this year, in a very close race, New Smyrna Sports Shop edged out E-RAU,

20 to 35, taking the 1984 team crown.

The day could hardly be called a loss, as there were several outstanding accomplishments. Nick Sirinani was the first E-RAU finisher. Nick finished in a time of 15:16, placing him fourth overall and first in the

20-24 age group. Jeff Steen was close on his heels finishing sixth overall, first in the 15-19 year old age group, in a time of 15:32. A little further back Robert Glascock finished 25 overall, third in the 15-19 year old age group, in a time of 16:54. Tom Waterman was right behind him, finishing 27 overall, third in the 20-24 year old age group, in a time of 17:02. Also finishing in outstanding times for E-RAU were Amy Melin, in a time of 17:30, 30 overall and Tim Walker, who finished 58 overall, in a time of 20:50. The club's

faculty advisor made a strong showing as well. Dr. Hillman ran a time of 19:28, finishing 52. He was narrowly beaten by his son, Drew, in the final yards. Drew ran a time of 19:24, placing 51. The club has little time rest. On Saturday, October 20, they travel to Patrick A.F.B. to run a 10 km. (6.2 miles) race.

Every week the club has track workouts at Mainland High School. Everyone is welcome to attend, beginner or "old-pro". The next meeting of the club will be on Thursday, October 26 at 7:30.

NEW BOOK LIST

- 1980 Census Handbook: Florida Counties - Univ. of Fla. Advertising, 2 ed. - Runyon, Kenneth E.
- Beam Defense: An Alternative to Nuclear Destruction Digest of Motor Laws 1984
- Engines for Homebuilt Aircraft & Ultralights - Christy, Joe
- Everybody's Business: An Almanac: The Irrelevant Guide to Corporate America
- Flying the P-12 - Wallick, S. L.
- Forecasts of Worldwide Aviation Activity
- Fuzzy Sets & Systems: Theory & Applications, 1980 - Dubois & Prade
- Graham, TBF/TBM "Avenger", 2 ed. - Jackson, B. R.
- The Illustrated Encyclopedia of Major Airlines of the World - Monday, David
- Implementation of the Provisions of the Airline Deregulation Act of 1978
- An Introduction to Plato's Laws Stalley, R. E.
- Introduction to Wind Turbine Engineering - Wortman, Andrzej J.
- Investigation of the Effect of Curfews at Major Airports in the Domestic U.S. - Austros, Raymond A.
- The Lady Who Tamed Pegasus Tate, Grover
- Marketing Management and Strategy, A Reader, 3 ed. - Philip Kotler, Ed.
- Power: How to Get It, How to Use It. - Korda, Michael
- Prospects for World Aviation
- Washout! The Aviation Cadet Story - Watry, Charles A.
- Work and Job Satisfaction in the Public Sector - Hopkins, Anne H.
- Shuttle Optical Environment: April 23-24, 1981 - Miller, Edgar R.
- The States Aviation Forecasting Needs - Julio F. Rodwell

BOOKSTORE CLOSING

The E-RAU Bookstore will be closed for inventory on Oct. 31 thru Nov. 4. We plan to re-open for business on Monday, Nov. 5. Please excuse any inconvenience this may cause you.

SPRING '85 GRADUATES: We suggest that you fill out your Graduation Application for a PRELIMINARY GRADUATION EVALUATION. We will try to process as many as possible prior to the "ADVANCED REGISTRATION" for Spring '85.

Golf Team to host Annual Intercollegiate Tourney

The E-RAU Golf Club Team will host '84 Annual Intercollegiate Tournament at Pelican Bay Golf and Country Club on Thursday and Friday of this week. The times on Thursday will begin at 11:30 and at 10:00 on Friday.

The usual strong field will compete this year. Teams from Stetson, University of Tampa, Rollins, University of Central Florida, Flagler, St. Leo, Florida Atlantic University, Florida Institute of Technology and

E-RAU will vie for the team trophy which will be presented by the Provost of the Daytona Beach Campus, Mr. Eric Doten. U.C.F. and Rollins have been winners in the first two years and along with Tampa and FAU should be among the leaders come Friday.

E-RAU players for the tournament will be Brian Thomas, Sonny Stern, Charlie Brown, Scott Corrao and Mark Parker. Spectators are welcome on either day.

Construction (Continued from page 1)

ly demonstrated by the future plans of the University.

Stage Two of the expansion process will begin sometime after the new library construction has concluded. It entails the addition of another 20,000 square foot building beside the soon-to-be constructed library, and a complete elimination of central campus parking in that vicinity.

To compensate, the grass field between Dorm II and the Flight Building will be paved and prepared for vehicle parking. In addition to this, further down the line, plans call for a new road leading to Causalina Street along the airport fence and a third building adjacent to the Stage I and II modules.

This third unit will equal the

Library (Continued from page 1)

recommendations in each of these areas. Individually, they each have merit; however, they were designed with the concept of a campus network which would carry voice, data, and video signals throughout the campus. Each of these stages is designed with the idea that they would eventually tie into a network.

This will preclude the University from making costly mistakes with too narrow a focus. The Learning Resources Center on the Daytona Beach campus has been progressive and this plan will allow it to remain as a leader in providing information services to its users - the students and faculty.

other two in size as well, providing a total unit area of 40,000 square feet.

In ten years, part of the campus may appear quite a bit different. Riddle will expand and receive the architectural facelift required by enrollment increases. In the long run, these improvements will aid many students throughout their time at E-RAU, contributing to a better learning environment, easier classroom access, and safer passage for pedestrians. Until then, however, sacrifices will have to be made.

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THE VIEW'S INCREDIBLE

The Aerospace Observer



By Jeff Guzzetti
Space Technology Editor

What's in a name?

How many space shuttle missions have there been? What is the mission designation for the next launch?

The numbering used by NASA to designate space shuttle missions is confusing to the average citizen to say the least. It used to be simple: STS-1 was the first mission, STS-2 the second, and so on. NASA's newly implemented numbering system called the last launch 41-G; however, no one can tell at a glance how many missions there have been.

Well, believe it or not, there is some reasoning behind the new system. For instance, in the designation 41-G, the "41" stands for the last number in the current fiscal year, 1984. The "G" stands for launch at Kennedy Space Center (a "2" will be used when the shuttle begins launching at Vandenberg Air Force Base). Finally, the "G" stands for the sixth launch during the fiscal year, utilizing an alphanumeric numbering for each successive mission ("A" for the first mission, "B" for the second, and so on).

So, you would think that this next shuttle mission coming up in November would be 41-H, right? Wrong. The next mission is called 51-A, because October marks the beginning of fiscal year 1985.

With this system there is enough room to list 26 launches per fiscal year. This will be handy to use when NASA fulfills its goals of two launches per month, but what if they start launching three per month? I called NASA and no one really knows. They will probably either scrap the system or start doubling up the letters.

Another reason NASA may have for the new numbering system is that maybe they don't want to sound too much like the Soviets when it comes to announcing missions. The Soviets simply use Cosmos 1468, Cosmos 1469, etc.

I don't think that the payload processing people like this system, because they still use the old "STS" designation to number their payloads, even though NASA doesn't recognize it as "official." If you talk to these people, they'll tell you that the last launch was STS-17.

But wait a minute, there hasn't been 17 missions yet. In fact, there's only been 13 missions to date. Four missions have been cancelled (STS-10, STS-12, STS-15, STS-16) due to the failure of the Air Force's Inertial Upper Stage satellite booster during STS-7. Confused? I am.

Discovery rolls out on the pad for November 7 launch Shuttle schedule grows with fleet

By Jeff Guzzetti

With the successful completion of Challenger's mission 41-G last week, NASA is off and running with a launch-a-month schedule. The next launch is scheduled for November 7.

The time involved with launching a shuttle after the previous mission's completion is becoming shorter and shorter for NASA. This is due to the fact that NASA is currently operating with a fleet of three fully operational space shuttles, with a fourth, Atlantis, scheduled for delivery in April 1985.

CHALLENGER RESTING IN OPF

The orbiter Challenger is currently undergoing refurbishment in the Orbiter Processing Facility (OPF). Challenger touched down at Kennedy Space Center two weeks ago, and was immediately towed to the OPF for post-flight analysis.

Challenger is now undergoing pre-launch preparations for its next mission scheduled for early December. (Discovery will be launched for the upcoming mission next month.) The orbiter requires a new OMS pod (Orbiter Maneuvering System) due to delamination of the skin during its re-entry. A spare OMS pod will be provided by the Space Shuttle Atlantis, currently under construction.

DISCOVERY ON THE PAD

The next Space Shuttle Mission is scheduled for launch no earlier than Wednesday, November 7. The orbiter Discovery will be used for this eight day mission, and the retrieval of two communications satellites is planned.

Discovery was rolled out onto Launch Pad 39-A this past Tuesday morning. Prior to this event, Discovery was undergoing mating with the two-stage rocket

1984-85 SHUTTLE LAUNCH SCHEDULE

Mission 51-A - November 7, 1984

Orbiter: Discovery

Duration: 8 days

Highlights: Palapa B-2 and Westar VI retrieval, SYNGCOM IV-1, and TELESAT-H launch

Mission 51-B - December 1984

Orbiter: Challenger

Duration: Unknown

Highlights: Department of Defense classified payload

Mission 51-C - January 1985

Orbiter: Discovery

Duration: 7 days

Highlights: Spacelab 3 mission

Mission 51-E - February 1985

Orbiter: Challenger

Duration: 4 days

Highlights: TDRS-B and TELESAT-I launch

Mission 51-D - March 1985

Orbiter: Discovery

Duration: 5 days

Highlights: SYNGCOM IV-3 launch, LDEF-1 retrieval

Mission 51-F - April 1985

Orbiter: Challenger

Duration: 7 days

Highlights: Spacelab-2 (3rd Spacelab mission)

Mission 51-G - May 1985

Orbiter: Columbia

Duration: 8 days

Highlights: Molniya-A, TELSTAR 3-D, ARABSAT launch

Palmdale Facility. According to Green, Atlantis was supposed to be delivered to Kennedy Space Center this December, but now delivery has been pushed back to April of 1985.

"We're modifying the payload bay for Centaur/Galileo launches," Green explained, "and that's causing the delay." Green went on to state that Atlantis is exactly the same as Discovery in its construction.

The first flight of Atlantis is scheduled for September 1985 for Mission 51-J. Atlantis will carry a classified Department of Defense payload on its maiden voyage.

A FIFTH ORBITER

Green also explained that a completed structure of a fifth space shuttle is sitting in Palmdale. This structure is currently being used to provide spare parts for the four other orbiters, but could easily be converted into an operational vehicle by completing electrical, hydraulic, and propulsion connections.

"We've received no authorization as of yet from NASA for a fifth orbiter," Green stated.

ENTERPRISE NEVER TO FLY

The test vehicle Enterprise that was used during the Shuttle Approach and Landing Tests in the late 1970's has never been intended for launch. Though externally identical to an operational orbiter, Enterprise was only constructed for gliding.

Enterprise is now at Dryden Flight Research Center at Edwards Air Force Base, California, awaiting to be used by the Air Force for systems compatibility with other shuttles for Vandenberg launches. After its use there, Enterprise will eventually be put on display at the National Air and Space Museum's Dulles Airport facility in Washington, D.C.

boosters and external tank in the Vertical Assembly Building (VAB). An Interface Test was achieved last Saturday in the VAB, proving that all mating connections were successfully completed.

A complete dress rehearsal for the launch is scheduled tomorrow. Astronauts Rick Hauck, David Walker, Anna Fisher, Dale Gardner, and Joseph Allen will be present.

COLUMBIA IN CALIFORNIA

According to Bill Green from Rockwell International, the Space Shuttle Columbia, the first of the shuttle fleet, is now sitting in a hangar in Rockwell's

Palmdale Facility in California. Having flown six previous missions, the orbiter is now "undergoing extensive modifications to bring it up from a test vehicle to an operational one."

Some of the modifications that Green mentioned included removal of ejection seats, installation of state-of-the-art avionics, and payload bay changes. Columbia is scheduled to fly sometime in May of next year for Mission 51-G.

ATLANTIS TO FLY SOON

The fourth shuttle that was budgeted by NASA, the orbiter Atlantis, is currently finishing up construction at Rockwell's



These recently released NASA photos show an unusual view of the Space Shuttle Challenger flaring for landing at KSC



runway 33 (left), and the crew egress of the record-setting seven-member crew following the landing of Mission 41-G.

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Sanford firm builds electric helicopter

By Gordon Crago
Avion Staff Reporter

An electrically-powered Sikorsky S-52 helicopter is being tested by Orlanilo Helicopter Airways as part of a NASA research project to extend the state-of-the-art in electrical propulsion of aircraft.

The test helicopter is currently powered by 12 lead-acid batteries driving four electric motors. These motors actually modified aircraft generators produce a total of 245 horsepower. Merle Keller, a spokesman for the Sanford-based company, indicated that the impractical lead-acid bat-

teries are being used only as an initial test power source. "In the next phase, the addition of silver-zinc batteries will enable us to perform 'hover' tests to demonstrate stability and control," stated Keller.

The Electric Powered Helicopter project is divided into three phases of development. The initial phase involves the testing of the lead-acid power system to prove the suitability of the project's concept.

Phase Two of the project, which is currently pending NASA approval, will utilize the existing airframe, with silver-zinc batteries replacing the heavy power source currently being used. The final phase will include a lithium hydride power cell and motor developed by Gould Inc. as a power system for future projects. This phase is scheduled to begin in 1985.

Powered by the lithium cell, the electric helicopter becomes a

more practical concept. The Gould electric motor is more efficient than conventional electric units, developing 240 horsepower at 20,000 rpm. This equates to a power-to-weight ratio of approximately 2:1 for this compact motor. In comparison, the 245 horsepower Franklin engine in a conventional S-52 helicopter

weighs over 450 pounds.

The advantages of electric propulsion are significant. According to a report in NASA by Hughes Helicopter, performance of an electric helicopter would be almost independent of density altitude. Without the air density limitations of conventional powerplants, tail rotor control becomes the limiting feature.

A further benefit for military applications of this technology is that the electric helicopter would emit almost no heat, making it undetectable by infrared sensors.

Also significant is the freedom from contaminant ingestion afforded over turbine-powered aircraft. Additionally, the electric helicopter would require less maintenance.

The disadvantages of electric power are primarily related to the relatively low energy density of lithium hydride power cells and the limited distribution of the raw materials in a conventional power-



Airframe and voltimeters dominate the control panel of the S-52 helicopter.



Tucked away in a hangar at Sanford airport, this electrically-powered S-52 helicopter is part of a research project funded by NASA. Currently powered by 12 marine batteries, the S-52 can generate 245 horsepower. (All photos by Gordon Crago.)



Detail of electric drive unit.

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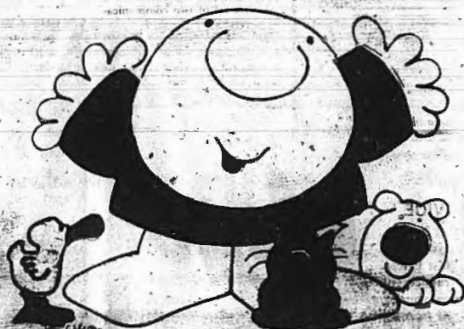
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Early production helicopter saw World War II action

By Brian Nickles
Avion Staff Historian

Early in 1937, German helicopter pioneer Anton Flettner began work on a unique design for helicopters that involved an intermeshing rotor system. This design led to one of the first production 'choppers', the FL 282 Kolibri. This aircraft was used on operational flights before the end of WW 2.

Flettner began work on rotorcraft in the early thirties, trying various designs before implementing what was to become his most profitable configuration. The first helicopter to use this system, the FL 265, first flew in May of 1939. Although this aircraft only saw production in the form of six machines, these machines performed outstandingly.

Among the tests done in the 265 were sea trials, the helicopter taking off and landing on platforms attached to the decks of ships and U-boats. Possibly the first loss of a shipboard

helicopter came when a craft was launched before it had been refueled, but that was the only black mark on the trials which took place in the Baltic and the Mediterranean. Other flights made tests of the aircraft going into autorotation, its lifting capabilities, and flying in various weather conditions. The craft also made aerial rescues. As war had started, the FL 265 also undertook flight in simulated combat conditions. This test placed Flettner's craft against a Bf-109 and a FW-190, although neither fighter able to claim hits on the diminutive rotorcraft.

One weak point of the 265 was that it was only a single place aircraft. In July 1940, the multi-place FL 282 was designed. The FL 282, which was given the name Kolibri or Hummingbird, first flew in 1941, and spent the rest of that year undergoing testing.

The FL 282 was an unusual looking helicopter, a craft it shared with all of the early



Anton Flettner poses in front of a line up of his FL-282 Kolibri helicopters. The Kolibri was one of very few helicopters to see operational use in World War II.

helicopters worldwide. The contract it was originally produced under required that the craft should be able to fit in a water-tight compartment some 6 feet in diameter and 18 feet long. The cockpit was at the nose of the craft and was separated from the

observer/passenger by the engine/drivetrain area, the area aft of the rear seat being the empennage. Power for the 282 was supplied by a Siemens-Halske 7 cylinder radial engine of 150 horsepower, this driving the rotors by a complex gear arrange-

ment. The wood and steel rotors were set apart 24°, and were parallel to each other at a position of 45°.

Pilots of the FL 282 found the craft maneuverable, with a top speed of almost 180 mph. In continuation of the tests flown by the 265, the 282 was also flown from aboard ship. The naval tests performed by the 282 brought about a system that is still in use with shipboard helicopters.

This system entails attaching a cable to the aircraft while it is at a hover above the deck. While still in flight, the craft is lowered by hauling in the cable. This overcame the problem of trying to match the helicopter's descent with the pitching and heaving deck. In reversing the procedure, it was easy to launch a helicopter as well.

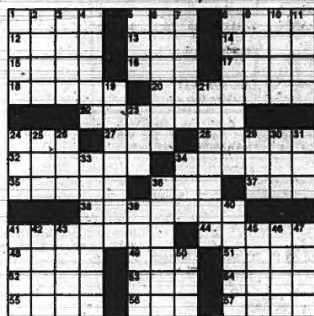
The task that made the most use of the Kolibri was that of a spotting aircraft, whether for the Navy or the Army. Since it was slower than a plane when the need arose, the 282 was ideal for

use in spotting submarines hunting convoys. This speed advantage, together with its ability to land quickly made the Flettner craft perfect as a spotter for artillery units.

With the success of these tests, together with the reliability shown (one FL 282 flew 95 hours before overhaul), production was ordered for 1,000 aircraft. Before this could take place the BMW and Flettner factories were bombed, so the final number made stands at 24 aircraft, most of these being prototypes.

Although not produced in quantity, a few 282's together with another helicopter design, the Fa 223, were banded together to form an operational unit, which provided courier service in April and May of 1945. One 282 was taken to Russia, and two were taken to the US, where after testing by the military they were flown by the Prewitt Aircraft Company. Whereabouts of any survivors today is unknown.

Crossword Companion



ACROSS

1. Breeze
5. Big Bang
8. Ship the Box
13. Bangs come
15. Beach
16. Microphone (long)
18. Circle
24. Broom belt
27. God of War
28. One who takes
32. Without purpose
34. Narration
35. Pasty dip
37. Rough casting around
38. 4th letter, Greek
40. Alphabet
42. Pilgrim
43. Lady
45. Titled
46. Age
47. Single
48. Uniting

DOWN

1. Feet
2. Midway for eye roles
3. Bond (L.A.)
4. Ready
5. Rhin
6. Piz
7. Feature
8. Lower
9. Wind
10. Squares
11. South
19. Grave bank
21. Virgin Mary
23. Day
24. Jail
25. Daughters of the American Revolution (abbr.)
26. Shout of approval
29. Card game
30. Brewer's vat
31. Enzyme (cell)
33. Afternoon show
34. Hawaiian dish
36. Odious
39. Slack off
40. Lam
41. Bad case of the
42. Wealthy
43. Air (comb. form)
45. Laps
46. Airtly aerial
47. Spins
48. Copper or bronze money

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Helicopters

(Continued from page 1)

Another point brought out was the various reasons people buy helicopters. These range from the need for quick helicopter accessibility to the tax considerations to be had from buying equipment like a helicopter.

To an attentive class of first year Army ROTC cadets, Agur and Walden discussed career pro-

gression in the Army and life in the industry after leaving the military. After this introduction, the areas of technical advancement within the helicopter field were talked about.

The pair pointed out that while there will not be a large change in the speed of helicopters, the reliability and maintenance factors of vehicle flight will continue to show great improvement. Part of this improvement will also come in the form Fly-by-Wire and Fly-by-Light control systems.

This class ended the day's activities for the representatives, who then had a break before the evening lecture.

Dan Adams of Sperry was asked to speak to the University's Avionics Club, and he stated that the session brought out some "Good, strong questions." He further said that these questions eventually boiled down to "Where do we (The avionics industry) go from here?" This then brought up the subject of digital systems.

Starting with the introduction of the panel of speakers, the evening lecture then led to a brief filmstrip from Sperry Corporation's Flight Systems Division which described their present and future products and facilities.

Each rep. then described the operations of their respective companies, pointing out the users of their products, the cost effectiveness of rotary winged aircraft, and the developments that Embury-Riddle students can look forward to working with.

Before the floor was opened for questions, Demofore spoke of the industry's growth, and put forth a call for "a lot of good men and women" to help steer this growth.

Questions were delayed while prizes were awarded to some of the students who attended the lecture, with the prizes ranging from



Curtie Werline, winner of the helicopter instruction

T-shirts to helicopter rides. The grand prize, five hours of helicopter instruction, was awarded to Curtie Werline, from Daytona Beach Avision.

Questions from the crowd ran the gamut of thoughts, from students interested in helicopter careers, with the answers usually coming from the panel working in concert.

The representatives were impressed with the contacts they made during the day on the campus, but as Vaughn pointed out, "The only problem is that Embury-Riddle is not giving helicopters the proper emphasis that they deserve."

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Project Mercury paves path to the moon

By Jim Banks

Gus Grissom was the next astronaut into space repeating the ballistic sub-orbital flight of Al Shepard. Grissom called his ship Liberty Bell 7, and even had a track painted on the side. He took off on July 21, 1961 and had a very uneventful flight. The Mercury system worked fine and paved the way for further flights. Unfortunately after splash down, the main hatch of the spacecraft mysteriously blew off causing the ship to sink. Grissom escaped and was quickly recovered. There has been much speculation as to how the hatch bolts detonated blowing the main door into the ocean before it was time. Some people blamed the crack found on the side as the reason for sinking, and others blamed it on a space age version of pilot error. No one really knows for sure as Liberty Bell 7 lies in 15,000 feet of water.

A month later the Russians launched Gherman Titov into space. He completed 17 orbits before landing. With this news, NASA cancelled the remaining 4 sub-orbital flights, and poured its energy into man-rating the Atlas booster for orbital missions. After a successful November Mercury-Atlas flight with Enos, the chimp aboard, NASA was ready for a manned flight.

On February 20, 1962 John Glenn aboard Friendship 7 was boosted into orbit by an Atlas missile. During his 3 orbits, Glenn tested his space craft systems, took pictures of the Earth, and even ate applesauce out of a tube. Glenn was baffled by the discovery of a swarm of "fireflies" outside his window. These proved to be a mystery until the next Mercury flight. Trouble developed during the flight when Friendship 7's automatic controls failed to work. Glenn simply took over flying proving the importance of having a man right on the spot to solve a problem. A hint of potential disaster occurred when ground controls indicated the landing bag had deployed. This bag was used to cushion the impact of splashdown and was located between the heat shield and the main hull. If the bag had deployed, the heat shield would not be secure resulting most probably in Glenn's death upon re-entering the atmosphere. As a safety measure, the retro rocket package (which is attached to the heat shield with straps connected to the hull) was left on, instead of jettisoning as the flight plan called for. It was thought that this would hold the shield in place during the critical time. As it turned out, the landing bag was not deployed pre-maturely and Glenn manually flew Friendship 7 through re-entry to a safe splashdown into the Atlantic.

The free world rejoiced in its new space hero as the United States could say they had finally caught up with the Soviet Union. Deke Slayton was the astronaut scheduled for a trip into space, but doctors discovered a heart murmur. Despite protests from the rest of the astronauts, Slayton was grounded. (Slayton did not fly until the Apollo/Soyuz Test Project in 1975 as the Command Module Pilot) This left the position open for Slayton's back-up, Scott Carpenter. Carpenter went into orbit on May 24, 1962.

During his 3 orbits, Carpenter tested the ability of the ship to change attitudes, released a small balloon to test for aerodynamic drag, and made studies as to which color showed up best in space (Orange). Carpenter also discovered an explanation of Glenn's fireflies. It seems that Carpenter accidentally banged his window, and when that happened a large amount of particles broke loose outside his window causing the effect of the fireflies. The way these particles reflected sunlight made them look almost alive.



Boosted into space by this Atlas rocket, Astronaut John Glenn rises to fame in his Friendship 7 Mercury spacecraft. Glenn was the first American to orbit the Earth on February 20, 1962, thus marking the third flight of the Mercury Program.

There were some minor problems with the space suit controls dealing with the temperature, this kept Carpenter a little warm at times, but not unbearable. The most unexpected event of the flight gave the world a scare when the retro rockets fired a couple of seconds late causing the Aurora 7 to overshoot its splashdown target area by 200 miles. Recovery aircraft quickly picked up the radio signal of the space craft, and within an hour or so, Carpenter was heading home after travelling 81,325 miles in space.

Wally Schirra flew next in Sigma 7. He made 6 orbits on October 3, 1962 flying 153,904 miles. Schirra felt so good after his flight he referred to it as a "teabook flight", a phrase the American public picked up on as quickly as A-O-K! Schirra really put his capsule through the wringer performing many experiments on the controls and environmental systems. Schirra like Carpenter, had problems with the suit temperature, but Schirra didn't let that stop him. The flight went on to become a success.

Gordo Cooper became the last American to fly into space alone. A devout Christian, Cooper called his Mercury ship Faith 7 and was launched May 15, 1963. Faith 7 stayed up for 22 orbits, and travelled 583,469 miles. This was our longest flight to date and carried out many experiments relating to long term exposure to weightlessness. Cooper's Mercury flight could have been called our first space shuttle. He launched a small satellite from his ship that was a test to determine how well a man can see a blinking light in space. All of this testing was to lead us into our new manned space program called Project Gemini. Faith 7 splashed down in the Pacific after a 34 hour mission.

Project Mercury was over. We had proved that we could send a man into space to orbit the earth, conduct experiments on himself and with the space ship, and then return the man safely home. At

Besides running streets, parks, schools, and the cape after the President, the new administration was determined to meet Kennedy's goal by 1970. Our space program became a tribute to this great man, who had a vision of what the future held for our country.

When Kennedy pointed our country to the moon, none of the hardware for getting there existed. There were just drawers and cabinets full of reports and theories. Some of the theories dealt with how we might send men to the moon. Three dominant theories, or modes, existed in 1961. They were important to our history, and are not generally well known, so I will review them.

From the very beginning, Wernher von Braun and his Penzance team had wanted to send men on interplanetary travel. Their work, therefore, was always pointed toward developing huge, powerful boosters that could do the job. By the late 1950's the biggest booster thought out on paper was known as the Nova. It would have consisted of eight F-1 engines developing 13 million pounds of thrust at launch. This mighty rocket could have sent us to Mars but was never built. The team's second thought, a smaller version of the Nova, was destined for history. This stepping stone to Nova was known as the Saturn 5.

The first of the three proposed modes was called Direct Ascent (DA). DA called for an Apollo space craft to be launched on a Nova and fly directly to the moon. Once there, the Apollo ship would use a braking stage to get into lunar orbit, and then another stage for lowering the entire space ship to the surface for touchdown. All three astronauts would land and could stay for up to a week. When they were ready to leave, the Service Module would fire using the touchdown stage as a launch pad, and boost the Command Module home for a safe splashdown in the ocean.

The second mode suggested was called the Earth Orbit Rendezvous (EOR) mode. In this mode two Saturn 5 boosters would launch the making of a complete Apollo space ship into Earth orbit. The first Saturn 5 would use its first two stages to place a third stage full of liquid oxygen into Earth orbit. Then, the second Saturn 5 would use its first two stages to place a third

stage full of liquid oxygen in it. This would save about 35 tons in weight, which would make up for the heavy DA Apollo ship to the moon. The liquid-oxygen would be loaded aboard, and the completed third stage would fire toward the moon. The rest of the mission would happen exactly as the DA mode where the entire Apollo spaceship would land on the moon and then return to Earth.

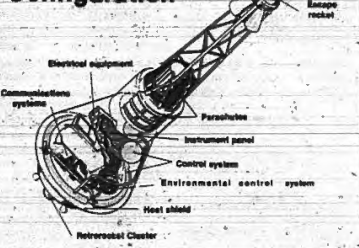
The last mode considered was developed in part from an idea von Braun wrote of in 1952. Von Braun wrote an article entitled "Das Marsprojekt." In it he described the fundamentals of the mode that became known as Lunar Orbit Rendezvous (LOR). This mode used only one Saturn 5. The difference here was that with this mission plan, only two of the three astronauts would land on the surface in a Lunar Module leaving one man in the mother ship circling in Lunar orbit. Since the entire space craft would not land on the moon, 100,000 pounds in fuel and engines could be saved. This

rendevous and docking which had not even been tried in space and certainly not in lunar orbit.

However, DA provided the most rocket which might insure our national security. EOR gave us a better base in Earth orbit from which we could expand on by sending men to Mars, and LOR was the cheapest of the three. The final decision was made. As NASA looked at the developmental schedules for the various modes, LOR gave us the best chance of meeting Kennedy's goal, and that was the first priority. In July of 1962, LOR was announced as the way we would go to the moon. In September of that year, when President Kennedy visited von Braun in Alabama, von Braun showed Kennedy a model of the Saturn 5 and said, "This is the vehicle which is designed to fulfill your promise to put a man on the moon by the end of the decade. By God, we'll do it!"

All of this was important as it gave birth to Project Gemini, our second manned space program. While the Apollo systems were being built, we needed to learn

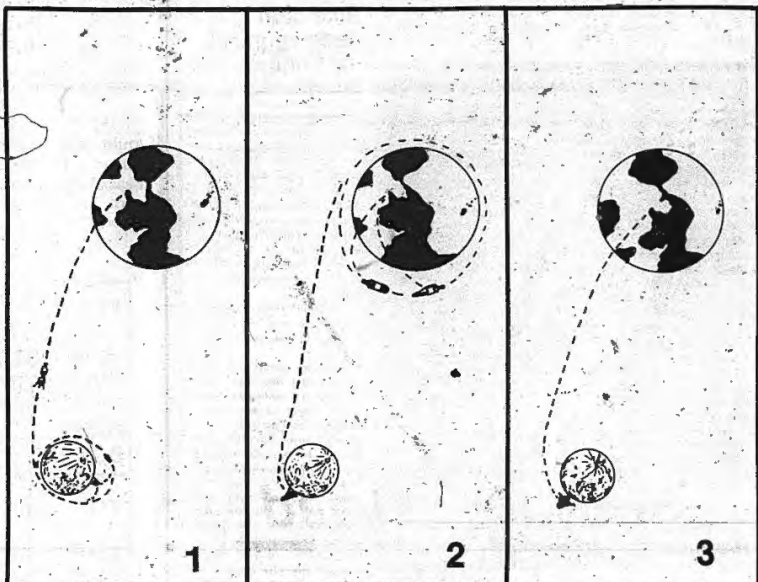
Mercury Capsule Configuration



would make the total weight of the Apollo small enough for one Saturn 5 to lift the payload to the moon.

Deciding which mode to use was difficult. Tempers often flared as men who thought up these ideas fought for their "brain-child." DA needed the biggest rocket which might not be as reliable as the smaller Saturn. EOR could be twice as many things go wrong as it used twice as many rockets, and LOR relied so heavily on the concepts of

several things. We had to learn to rendezvous and dock in orbit. The lives of the astronauts in lunar orbit would depend on it. We also had to find out if man could take weightlessness long enough for a trip to the moon and back. Cooper had been up for 34 hours and did not seem to show any ill effects, but a trip to the moon would take eight days! No one knew what might happen. Our work was all set out for us, and the stage for Project Gemini was set.



The diagram above shows the three major proposals put forth for putting man on the moon. (1) Lunar Orbit Rendezvous (LOR) (2) Earth Orbit Rendezvous (EOR) (3) Direct Ascent (DA) The version used in the Apollo program was the Lunar Orbit Rendezvous.